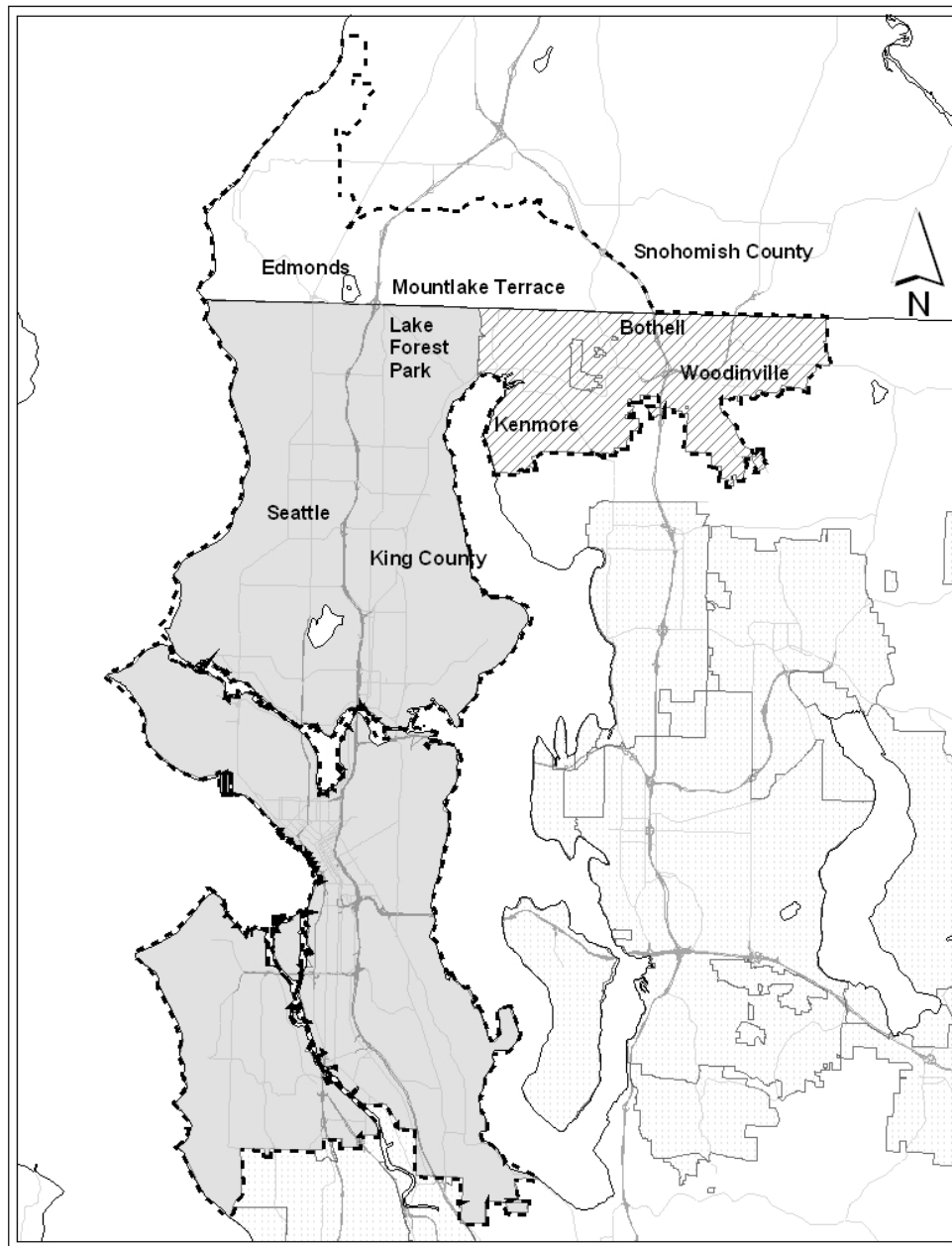


2008 Annual Progress Report



2008 Annual Report

SeaShore Transportation Forum

Mission: The SeaShore Transportation Forum (SeaShore) serves as an inter-jurisdictional forum for information- sharing and identifying priorities for implementing integrated multi-modal transportation projects and programs consistent with the goals of the Growth Management Act.

History: The SeaShore Transportation Forum was established informally in 1995 as a cooperative effort of elected officials and high-level representatives from the public and private sector to address common transportation issues in the Seattle/North King/South Snohomish County area. Its initial focus was the development of advisory recommendations for a six-year plan for King County Metro Transit. Since that time, SeaShore has provided useful recommendations on regional transportation issues, including Metro Transit service plans, Sound Transit long range and Phase 2 plans, plans for the Regional Transportation Investment District and legislative proposals.

SeaShore Goals: SeaShore adopted the following goals in May of 1997:

- Develop and adopt a package of transportation priorities based on land use and cost/benefit plans that improves inter-jurisdictional mobility, freight and goods movement, safety, and attacks peak hour congestion.
- Jointly implement adopted priorities through leadership, education, advocacy and public involvement within communities, cities and counties of the region
- Adopt and implement a strategy for increasing funding for multi-modal transportation improvements and programs.

SeaShore Structure: SeaShore members for 2008 are shown on the following page. Each elected official representing a city or county has one vote. Agency representatives are non-voting members. During 2008, Councilmembers Patrick Ewing (Bothell) and Ed Sterner (Lake Forest Park) continued to serve as Co-Chairs.

SeaShore Website: Additional information about SeaShore, including meeting schedules and minutes, is available at the following address:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy.aspx>

2008 SeaShore Transportation Forum Members

Bothell	Councilmember Patrick Ewing (Co-Chair) Councilmember Joshua Freed Councilmember Andrea Perry (Alt.)
Edmonds	Councilmember Peggy Pritchard-Olson
Kenmore	Mayor David Baker Deputy Mayor Curtis Milton Councilmember Randy Eastwood (Alt.)
King County	Executive Ron Sims Doug Hodson (Alt.) Councilmember Bob Ferguson Megan Heahlke (Alt.) Councilmember Larry Gossett
Lake Forest Park	Councilmember Ed Sterner (Co-Chair) Councilmember Don Fiene Neil Jensen, P.E. (Alt.)
Mountlake Terrace	Councilmember Kyoko Matsumoto Wright Councilmember Michelle Robles
Puget Sound Regional Council	Karen Richter Charlie Howard (Alt.)
Shoreline	Mayor Cindy Ryu Deputy Mayor Terry Scott Councilmember Doris McConnell (Alt.) Councilmember Chris Eggen (Alt.)
Snohomish County	None appointed
Woodinville	Councilmember Chuck Price Sarah Reuther (Alt.)
WSDOT	Chris Picard
Transportation Improvement Board	Steve Gorcester, Executive Director Greg Armstrong P.E. (Alt.)
Sound Transit Board	Councilmember Deanna Dawson

SeaShore Transportation Forum 2008 Work Program and Accomplishments

The SeaShore Forum developed four major work items for its 2008 work program. These are shown below, with a brief indication of the accomplishments achieved for each.

Administration	<ul style="list-style-type: none">• Participated in the development of recommendations for revising the SeaShore agreement, as well as the other subarea transportation board agreements
Planning	<ul style="list-style-type: none">• Provided recommendations and support to the Sound Transit board regarding the development of a Sound Transit Phase 2 plan that was approved by voters in November, 2008.• Provided the 520 Tolling Implementation Committee with concerns regarding potential effects tolling may have on northend cities because of diverted traffic.• Participated in the Urban Land Institute Reality Check visioning exercise to analyze and develop alternative growth scenarios for the region.
Implementation and Funding	<ul style="list-style-type: none">• Supported development and implementation efforts of the Urban Partnership Agreement.• Monitored implementation of Sound Move projects, which has resulted in an 11% increase in Sound Transit bus ridership in 2008.• Monitored implementation of Transit Now and provided input.• Monitored implementation of Moving Forward projects for the Alaskan Way Viaduct, and monitored planning for replacing a portion of the central waterfront• Received updates on the state's transportation policy goals for the State's High Occupancy Vehicle (HOV) system operations and their strategy to address congestion.
Education and Advocacy	<ul style="list-style-type: none">• Provided input to the 2008 Legislature regarding the Forum's recommendations to protect the state's commitment to the 2003 Nickel and 2005 Transportation Partnership Account programs and develop a state tolling policy that takes into account the impacts on communities by supporting congestion relief and coordination with transit agencies.• Received briefings on the status of the Governor's Climate Change Action Team in preparation for 2009 legislative session.

2008 SeaShore Correspondence



MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856

Phone: (206) 263-4711 Fax: (206) 684-2111

January 24, 2008

The Honorable Larry Springer
Representative - 45th District
Washington State Legislature
P.O. Box 40600
Olympia, WA 98504-0600

Dear Representative Springer:

The SeaShore Transportation Forum (SeaShore) is a collaborative body of elected officials and professional staff from the north King and south Snohomish County area which shares common transportation concerns. On behalf of SeaShore, we are providing you with our condensed list of recommendations to focus on during the short 2008 legislative session.

Protection of Existing Transportation Funding

SeaShore recognizes the constrained state transportation funding environment, the need to fund vulnerable structures, and the significant effect that rapidly escalating construction costs has had on total project costs. Despite this, SeaShore urges the legislature to protect the state's commitment to the 2003 Nickel and 2005 Transportation Partnership Account revenue programs. Existing state and federal funding sources are critical to the region and will provide the basis for any future investments by the region. It is necessary to continue to fully fund these investments to deliver projects in a timely way.

Tolling Policy

SeaShore supports a state policy which requires regional and local input into tolling decisions, coordination with transit agencies, and allows for tolling to support congestion relief. Mitigation for negatively impacted jurisdictions and transportation systems should be considered, including the use of toll revenues for capital projects or increased transit service on non-tolled but impacted facilities.

The Honorable Larry Springer

January 24, 2008

Page 2

The Forum appreciates the challenges facing the legislature and looks forward to monitoring the activities throughout the session and possibly providing additional input. Please feel free to contact either of us if you have any questions or need more information.

Sincerely,



Patrick Ewing
Councilmember Bothell
Co-Chair



Ed Sterner
Councilmember Lake Forest Park
Co-Chair

SeaShore Transportation Forum



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201 South Jackson Street
Seattle, WA 98104-3856

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June 23, 2008

The Honorable Greg Nickels
Chair
Sound Transit Board
401 S. Jackson Street
Seattle, WA. 98104

Dear Chair Nickels:

The SeaShore Transportation Forum (SeaShore) offers this letter of comment on the three proposals that the Sound Transit Board is considering for a second phase of Sound Transit investments. We support the Board's decision to seek public input on the correct size and cost of the proposal.

We feel that any proposal must include near-term investments in bus improvements to help ease traffic congestion and provide alternatives to single-occupant-vehicles while the light rail system is being completed. We believe that voters will need to see benefits quickly after approving a ballot measure, and to be assured that the existing need for improved transit can be met while light rail extensions are underway.

While our member jurisdictions have many individual interests and concerns, the intent of this letter is to identify the two primary issues that are common to us all in the north corridor area, which extends into northeast King County and south Snohomish County. While we appreciate the Board's attempts to respond to the public's request for a shorter plan, we do not believe that the 12 year options being considered provide sufficient benefits.

1. SeaShore believes that extending light rail into Snohomish County is essential to gain our constituents' support for the next phase of Sound Transit. Our members are concerned that the 12 year proposals would not do this. Forum members have expressed concern that Seattle voters may not be willing to support funding for further

extensions of light rail once the system is extended to Northgate. The North Corridor currently has very high transit ridership, and the I-5 corridor suffers from prolonged and severe congestion. We believe that ST2 should address these issues and urge the Board to ensure that any ballot proposals clearly define the benefits of a light rail connection between Seattle and Everett.

2. SeaShore believes there is public interest in a plan shorter than 20 years, which means more improvements in the short term while the extensions of light rail are under way. Voters want more “wheels on the ground sooner.” The ST2 package will need to provide some visible projects with immediate results for the public. In addition to continuing to extend light rail, ***the ST2 plan must include improvements in bus service—frequencies and span—as well as access to those services, including more park and ride capacities, in the near term.*** The public is looking for relief from rapidly escalating gas prices and congestion. It will be important to demonstrate how the next phase of Sound Transit could provide alternatives to congestion and to the cost of commuting throughout the region, especially in those areas that will not be served by light rail. ***SeaShore recommends improvements that enhance bus services in the SR 522, SR 99, and I-405 corridors be provided early in the delivery of the ST2 package.*** In conjunction with this, SeaShore urges Sound Transit to work closely with the State Department of Transportation to ensure the HOV lanes function at state standards providing reliable facilities for bus travel. In addition, SeaShore recommends that the ST2 plan demonstrates a coordinated approach with local transit agencies to provide the best and most integrated transit service possible.

As the Board develops a final plan for a possible ballot measure, we want to stress the importance of providing concise comprehensive information that our citizens will need to understand the implications and benefits of this new proposal. We understand that the plans of Sound Transit are based on broader regional plans, but these are lengthy documents that are difficult for us to explain to, and for our constituents to understand. We hope that the Board clearly articulates what assumptions were used in developing the plan, how the proposed plan relates to the adopted regional plans, and how these plans will benefit our citizens.

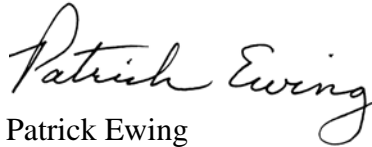
We feel important questions that require your answers are:

- How the proposed plan compares to or increases the extent of light rail and commuter rail in the current adopted regional plan
- How reductions of the Vehicle Miles Traveled and hours of delay are expected to result from a proposed plan
- What are the anticipated increase in the number of new transit riders that will result from implementation of the plan

- The percentage of jobs that will be accessible within 30 minutes by transit
- Define the cost/benefit of each individual element of the plan to other alternatives that were considered.

We thank you for your consideration of our input on a potential revised Sound Transit Phase 2 ballot measure, and hope to continue the dialogue as the Board nears its final decision.

Sincerely,



Patrick Ewing
Co-Chair



Ed Sterner
Co-Chair

SeaShore Transportation Forum



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201 South Jackson Street
Seattle, WA 98104-3856

Phone: (206) 263-4711 Fax: (206) 684-2111

November 7, 2008

520 Tolling Implementation Committee
c/o Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

Dear Members of the 520 Tolling Implementation Committee:

Of the many transportation problems facing the Puget Sound Region, one of the most serious is the continued deterioration of the SR 520 Bridge. The SeaShore Forum has closely followed your efforts to find a funding solution for the construction of a replacement bridge. It is our concern that if tolling is implemented on the bridge, traffic congestion in surrounding communities will significantly increase without proper mitigation measures.

For example, SR 522 is a critical transportation corridor for north King County residents. This route currently suffers from frequent traffic congestion, overcrowded transit service, and a demand for park-and-rides that exceeds capacity. Without proper mitigation, tolling the SR 520 Bridge will exacerbate these existing transportation problems because additional drivers will use SR 522 as they seek alternative routes to avoid paying a toll.

SeaShore recognizes the importance of tolling the Lake Washington corridor to help pay for a new SR 520 Bridge. However, it is clear that no matter which tolling approach is used, mitigation measures will need to be in place to ensure that diversion does not adversely impact nearby cities.

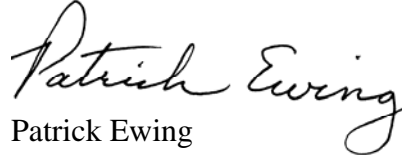
SeaShore recommends that mitigation measures include increased transit service, construction of new and improved park-and-ride facilities, and assurance that infrastructure improvements will be completed on schedule. These measures should be implemented prior to the start of a Lake Washington tolling program.

More specifically, our requests include:

- Increased transit service on SR 522 that, between Metro and Sound Transit, will provide service at least every five minutes during the peak periods and no more than every 20 minutes in the off-peak periods. Additional transit capacity is also needed on I-405.
- New and improved park-and-ride facilities in Lake Forest Park, Kenmore, and Bothell, which will complement downtown redevelopment plans.
- Completed scheduled improvements along SR 522, including the Business Access/Transit lanes project, the planned Kenmore improvements, and realignment of the SR 522 and SR 527 intersection in Bothell.
- Improved capacity on other routes, such as SR 202, SR 527, Juanita Drive, SR 104 (Ballinger Way), SR 523 (145th Street) and the Woodinville-Duvall Road. These corridors will need substantial improvements to mitigate tolling impacts.

SeaShore recognizes that finding a funding solution for the replacement of the SR 520 Bridge is an arduous task, and we thank the 520 Tolling Implementation Committee for its continued effort. With proper mitigation, implementing tolling can be an effective strategy for addressing transportation problems in the 520 corridor. We look forward to participating in further discussions as new information becomes available and recommendations for action are developed.

Sincerely,



Patrick Ewing
Councilmember, City of Bothell
Co-Chair



Ed Sterner
Councilmember, City of Lake Forest Park
Co-Chair

SeaShore Transportation Forum